



Scott Cassel  
Chief Executive Officer/Founder

#### Board of Directors

Tom Metzner – **President**  
CT Dept. of Energy and  
Environmental Protection

Scott Klag – **Vice President**  
Metro, OR

Jennifer Semrau – **Treasurer**  
WI Dept. of Natural Resources

Joe Rotella – **Clerk**  
RI Resource Recovery Corporation

Racheal Ajayi  
MO Dept. of Natural Resources

Mallory Anderson  
Hennepin County, MN

Abby Boudouris  
OR Dept. of Environmental Quality

Jennifer Heaton-Jones  
Housatonic Resources Recovery  
Authority, CT

Jennifer Holliday  
Chittenden Solid Waste District, VT

Kate Kitchener  
NY City Dept. of Sanitation

Cathy Jamieson  
VT Dept. of Environmental  
Conservation

Dawn Timm  
Niagara County, NY

Patrick Riley  
OK Dept. of Environmental Quality

Mia Roethlein  
VT Dept. of Natural Resources

#### Honorary Directors

Sego Jackson  
Seattle Public Utilities, WA

Walter Willis  
Solid Waste Agency of Lake County, IL

February 24, 2022

Senator Christine Cohen, Co-Chair  
Representative Joseph Gresko, Co-Chair  
Environment Committee  
Legislative Office Building, Room 3200  
Hartford, CT 06106

#### **RE: Support (with modification) for HB 5139, An Act Concerning Extended Producer Responsibility for Tires**

Dear Co-Chairs Cohen and Gresko, Vice Chairs Slap and Palm, and Members of the Committee:

Thank you for the opportunity to submit testimony in **support** of HB 5139, **with modification**, which will create a statewide tire extended producer responsibility (EPR) program in Connecticut, managed and funded by producers. This program will increase tire recycling and reduce illegal dumping of unwanted tires.

HB 5139 contains key elements of successful EPR programs, including a **broad product scope** that includes both on-road and off-road tires, provisions for **performance goals** to drive program effectiveness; **annual reporting** to monitor program implementation; and **agency funding** to ensure resources are allocated for oversight and enforcement of the program. HB 5139 also provides education and outreach to promote consumer awareness of the program.

Connecticut generates roughly 3.1 million scrap tires annually, about 75 percent of which are burned as tire-derived fuel (TDF) rather than reused or recycled into useful products. In 2014, 16,000 tires illegally dumped on state roads were picked up by the Connecticut Department of Transportation. Tires that lie in stockpiles or illegal dumps cause environmental threats and public health hazards like mosquito-borne illness and fire risk. Manufacturer-funded tire stewardship programs have proven successful in addressing these issues. Tire EPR programs have been operating successfully in Canada since the 1990s. **With an EPR law, the province of Ontario, Canada achieved a 100 percent diversion rate – all scrap tires collected are recycled and diverted from landfills and TDF, and illegal dumping has been virtually eliminated.** These laws internalize the external costs created by TDF, increase consumer collection convenience, and provide a continuous flow of quality material to recyclers, allowing long-term investments in local recycling facilities. Furthermore, although TDF produces energy, the process is more resource intensive than reuse or recycling scrap tires into new tires and other products. It is also a missed opportunity to create additional recycling jobs.

While HB 5139 will provide consumers with a statewide, sustainably funded program that safely manages tires, PSI recommends the following changes to strengthen the bill based on global EPR best practices and lessons learned, including in the U.S.

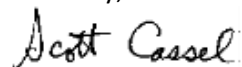
- **Establish specific, measurable performance goals for collection rate, recycling rate, and public awareness that are subject to approval by the Connecticut Department of Energy and Environmental Protection.** Such performance goals are critical to evaluate the program and make improvements.
- **Require an objective, measurable minimum level of convenience** (e.g., minimum number of collection sites required within a geographic area and/or population served) to ensure consumers have access to convenient collection of tires.
- **Require that a new stewardship plan be submitted at least every five years**, as is standard in effective EPR laws. Lack of a plan renewal limits the ways in which the program can be improved based on unforeseen “lessons learned” as the program is implemented and matures.
- **Require penalties for violations** of the law as a strong incentive to compliance.
- **Require that producers pay costs to collection sites** for the collection and handling of tires and include financial compensation for the costs of managing illegally dumped tires.
- **Include a multi-stakeholder advisory committee** to provide ongoing opportunities for input to the stewardship organization and the Connecticut Department of Energy and Environmental Protection on ways to improve the program.

Connecticut already has experience enacting and implementing four EPR laws – for electronics, paint, mercury thermostats, and mattresses. Based on a 2017 PSI study, these programs have diverted more than 26 million pounds of material from disposal, yielded a cumulative cost savings of more than \$2.6 million per year to Connecticut municipalities, provided additional recycling services worth another \$6.7 million, led to the creation of more than 100 jobs, and reduced greenhouse gas emissions by more than 13 million kilograms of carbon equivalent. We anticipate similar results for Connecticut with the passage of a more robust version of HB 5139.

The Product Stewardship Institute (PSI) is a national nonprofit that reduces the health and environmental impacts of consumer products across their lifecycle. We work with 47 state agency members, hundreds of local government members, and more than 120 partners from companies, organizations, universities, and international governments. To advance tire stewardship in the U.S, PSI has facilitated several national multi-stakeholder tire stewardship dialogue meetings, developed a tire stewardship briefing document, developed tire EPR bill elements, and held several webinars on the topic.

I encourage you to support HB 5139 and reduce the tremendous financial burden placed on state and local governments for safely managing tires. If you have any questions, please feel free to contact me at (617) 236-4822, or [Scott@ProductStewardship.US](mailto:Scott@ProductStewardship.US).

Sincerely,



Scott Cassel  
Chief Executive Officer/Founder